



JAMES A. NOYES, Director

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"Enriching Lives"

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ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

October 23, 2003

IN REPLY PLEASE

REFER TO FILE: PD-2

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, CA 90012

Dear Supervisors:

**LONG BEACH BOULEVARD FROM GREENLEAF STREET TO WILLOW STREET
CITY OF LONG BEACH-COUNTY COOPERATIVE AGREEMENT
SUPERVISORIAL DISTRICT 4
4 VOTES**

IT IS RECOMMENDED THAT YOUR BOARD:

- 1 Find that the project to modify and synchronize the traffic signals on Long Beach Boulevard from Greenleaf Street to Willow Street, including the installation of spread spectrum radios at the intersections of Long Beach Boulevard with Greenleaf Boulevard, 69th Street, Artesia Boulevard, Bort Street, Victoria Street, Ellis Street, Market Street, 53rd Street, Del Amo Boulevard, 47th Street, Arbor Street, Carson Street, Roosevelt Road, and 36th Street is categorically exempt from the California Environmental Quality Act.
2. Approve and instruct the Chair of the Board to sign the enclosed cooperative agreement with the City of Long Beach for the project, which provides for the City to perform the preliminary engineering and administer the construction of the project with the County to reimburse the City for actual expenditures not to exceed \$1,127,000 toward the cost of the project by utilizing the Los Angeles County Metropolitan Transportation Authority grant funds and other County funds. The cost of the project is estimated to be \$1,127,000 with Los Angeles County Metropolitan Transportation Authority grant funds being \$1,008,892 and County matching funds being \$118,108.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

The County proposes to modify and synchronize the traffic signals on Long Beach Boulevard from Greenleaf Street to Willow Street. The work also includes the installation of spread spectrum radios at the intersections of Long Beach Boulevard with Greenleaf Boulevard, 69th Street, Artesia Boulevard, Bort Street, Victoria Street, Ellis Street, Market Street, 53rd Street, Del Amo Boulevard, 47th Street, Arbor Street, Carson Street, Roosevelt Road, and 36th Street. Your Board's approval of the enclosed agreement is necessary for the delegation of responsibilities and the cooperative financing of the project.

Sections 1680 and 1684 of the California Streets and Highways Code provide that the board of supervisors of any county may by a four-fifths vote of its members, determine that the improvement or alteration of any street within a city is also authorized and provided for by the provisions of Title 1, Division 7, Chapter 5, Article 1, of the Government Code.

Implementation of Strategic Plan Goals

This action meets the County's Strategic Plan Goal of Service Excellence. By improving the subject roadway, residents of the City of Long Beach and the unincorporated area who travel on this street will benefit and their quality of life will be improved.

FISCAL IMPACT/FINANCING

The cost of the project is estimated to be \$1,127,000 with Los Angeles County Metropolitan Transportation Authority grant funds being \$1,008,892 and County matching funds being \$118,108. Funding for this project is included in the Fiscal Year 2003-04 Proposition C Local Return Fund Budget.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

The enclosed agreement, which has been approved by County Counsel, provides for the City to perform the preliminary engineering and administer the construction of the project with the County to reimburse the City for actual expenditures not to exceed \$1,127,000 toward the cost of the project by utilizing the Los Angeles County Metropolitan Transportation Authority grant funds and other County funds.

ENVIRONMENTAL DOCUMENTATION

The California Environmental Quality Act requires public agency decision makers to document and consider the environmental implications of their actions. Based on the scope of work, the proposed project is categorically exempt pursuant to Class 1 (x), Subsections 4 and 5 of the Environmental Reporting Procedures and Guidelines adopted by your Board on November 17, 1987, and Section 15301, Class 1 (c), of the California Environmental Quality Act guidelines.

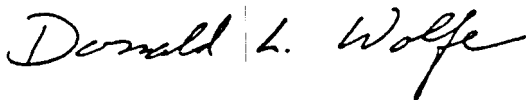
IMPACT ON CURRENT SERVICES (OR PROJECTS)

Long Beach Boulevard is on the County's Highway Plan, and the proposed improvements are needed and of general County interest.

CONCLUSION

Enclosed are two copies of the agreement, which have been approved by the City and approved as to form by County Counsel. Upon approval, please return the copy marked "CITY ORIGINAL" to us for processing together with one approved copy of this letter. The copy marked "COUNTY ORIGINAL" is for your files.

Respectfully submitted



JAMES A. NOYES
Director of Public Works

ESC:yr

C040591

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Enc.

cc: Chief Administrative Office
County Counsel

TIP Call for Projects - Gateway Cities Corridors Project (Phase II) Memorandum of Understanding (MOU)

TIP CALL FOR PROJECTS
PROPOSITION C
MEMORANDUM OF UNDERSTANDING

MOU # P0004221

This Memorandum of Understanding (MOU) is made and entered into as of Feb. 18, 2000 by and between the Los Angeles County Metropolitan Transportation Authority ("MTA") and the County of Los Angeles Department of Public Works ("Grantee") for the Gateway Cities Traffic Signal Corridors Project, Phase II (the "Project").

WHEREAS, as part of the Transportation Improvement Program (TIP) Call for Projects, the MTA Board, at its June 25, 1997 meeting, authorized a grant to Grantee, subject to the terms and conditions contained in this MOU.

NOW, THEREFORE, the parties hereby agree as follows:

The terms and conditions of this MOU consist of the following and each is incorporated by reference herein as if fully set forth herein:

1. Part I - Specific Terms of the MOU
2. Part II - General Terms of the MOU
3. Attachment A - Programmed Budget
4. Attachment B - Financial Plan
5. Attachment C - Scope of Work
6. Attachment D - Reporting and Expenditure Guidelines
 - Attachment D1 - Quarterly Expense Report
 - Attachment D2 - Quarterly Progress Report
7. Attachment E - Special Grant Conditions (if applicable)
8. Any other attachments or documents referenced in the above documents

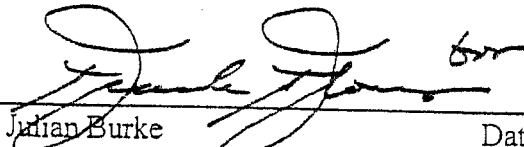
In the event of a conflict, the Specific Terms of the MOU shall prevail over the General Terms of the MOU.

TIP Call for Projects - Gateway Cities Corridors Project (Phase II) Memorandum of Understanding (MOU)

IN WITNESS WHEREOF, the parties have caused this MOU to be executed by their duly authorized representatives as of the dates indicated below:

MTA.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

By:  ^{for}
Julian Burke Date
Chief Executive Officer

APPROVED AS TO FORM:

Lloyd W. Pellman
County Counsel

By: 
Deputy Date

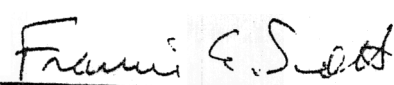
GRANTEE

LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS

By:  2-14-02
Harry W. Stone Date
Director

APPROVED AS TO FORM:

LLOYD W PELLMAN
County Counsel

BY 

PART I
SPECIFIC TERMS OF THE MOU

Title of the Project (the "Project") Gateway Cities Traffic Signal Corridors Project, Phase II

2. To the extent the Funds are available, the MTA shall make to Grantee a one-time grant of the Funds in the amount of: \$15,000,000 (the "Funds") for the Project. MTA Board action of June 25, 1997 programmed the Funds to Grantee for the Project over two years, Fiscal Years (FY) 1999-2000 through 2000-2001. However, Funds are approved for FY 1999-00 only in the amount of \$7,391,000. MTA Board action will be required annually to approve Funds for each subsequent Fiscal Year prior to those Funds being allocated to Grantee.

3. This one time grant shall be paid on a reimbursement basis in accordance with the Financial Plan (Attachment B). The Grantee must provide the appropriate supporting documentation with their Quarterly Expense Report. Local match must be spent in the appropriate proportion to MTA funds with each quarter's payment. The MTA will withhold five percent (5%) of the grant amount as retainage pending an audit of expenditures and completion of scope of work.

4. Programmed Budget (the "Programmed Budget") for the sources of funds programmed for the Project is attached to this MOU as Attachment A. The Programmed Budget includes the total programmed budget for the project, including funds programmed by the MTA and the Grantee funding commitment. The Programmed Budget also includes the fiscal years in which the funds are programmed.

5. Financial Plan (the "Financial Plan") for the Project is attached to this MOU as Attachment B. The Financial Plan is the entire financial plan for the project, which includes the total sources of funds programmed to the project, as well as the fiscal year and quarter the funds for the project will be expended.

6. Scope of Work (the "Scope of Work") for the Project is attached to this MOU as Attachment C. The Scope of Work includes a description of the Project and a detailed description of the work to be completed including, if appropriate, exact Project limits. The Scope of Work also includes a set schedule which must be adhered to. Work shall be delivered in accordance to that schedule unless otherwise agreed to by the parties in writing. If a Grantee is consistently behind schedule in meeting milestones or in delivering the project, that Grantee may be penalized by lower scores on future MTA Call for Projects applications, and MTA will have the option to withhold funds or terminate the agreement for default as described in Part II, Section 9.

Reports and Certifications to be submitted to MTA by Grantee

- Reporting and Expenditure Guidelines for the Project attached to this MOU as Attachment D.
- Quarterly Expense Report with required documentation attached to this MOU as Attachment D1.
- Quarterly Progress Report on Project progress attached to the MOU as Attachment D2.
- Special Grant Conditions for the Project, if any, attached to this MOU as Attachment E.

8. No changes to the (i) grant amount, (ii) Programmed Budget, (iii) Financial Plan, (iv) the Scope of Work, or (v) the lapse date of the programmed funds, if given at the MTA's discretion, shall be allowed without a written amendment to the original MOU, approved and signed by the MTA Chief Executive Officer or his designee and the Grantee. Modifications that do not materially affect the terms of this MOU, such as redistributing funds among existing budget line items or non-material schedule changes must be formally requested by the Grantee and approved by the MTA in writing. Non-material changes are those changes which do not affect the grant amount, Programmed Budget, Financial Plan, the Scope of Work or the lapse date of any programmed funds.

MTA's Address:

Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012
Attention: Ms. Renee Berlin

0 Grantee's Address

County of Los Angeles Department of Public Works
P. O. Box 1460
Alhambra, CA 91802-1460
Attention: Ms. Jane White

PART II
GENERAL TERMS OF THE MOU

1. **TERM.** The term of this MOU shall commence on the date this MOU is fully executed and, shall terminate upon Project Completion unless terminated earlier as provided herein. For purposes of this MOU, Project Completion is defined as the time at which the agreed upon Scope of Work has been completed and signed-off by the MTA Project Manager, all MTA audit and reporting requirements have been satisfied, and the final disbursement of the Funds has been made to the Grantee. All eligible expenses as defined in the Reporting and Expenditure Guidelines (Attachment D), incurred after July 1, 1999, and after the MOU is executed shall be reimbursed in accordance with the terms and conditions of this MOU unless otherwise agreed to by the parties in writing.

2. **INVOICE BY GRANTEE.** Unless otherwise stated in this MOU, the Quarterly Expense Report, as described in Part II, Sections 5.1 of this MOU, and other documents as required, shall satisfy MTA invoicing requirements.

USE OF FUNDS.

3.1 The Grantee shall utilize the Funds to complete the Project as described in the Scope of Work and in accordance with the Reporting Expenditure Guidelines (Attachment D) and the most recently adopted MTA Proposition C Guidelines (the "Guidelines").

3.2 Attachment C shall constitute the agreed upon Scope of Work between MTA and the Grantee for the Project. The Funds, as granted under this MOU, can only be used towards the completion of this Scope of Work.

3.3 Grantee shall not use the Funds to substitute for any other funds or projects not specified in this MOU. Nor shall the Funds be used for any expenses or activities above and beyond the approved Scope of Work (Attachment C) without an amendment to the MOU approved and signed by the MTA Chief Executive Officer or his/her designee.

3.4 The Grantee must use the funds in the most cost-effective manner. If Grantee intends to use a consultant or contractor to implement all or part of the project, the MTA requires that such activities be competitively bid in accordance with the Grantee's contracting procedures. Any request for sole source procurements must be approved by the MTA in writing and prior to any project expenditures. The Grantee will also use the funds in the most cost-effective manner when the funds are used to pay "in-house" staff time. The effective use of funds provision will be verified by the MTA through on-going project monitoring and through any interim audits and the MTA final audit.

3.5 If a facility, equipment (such as computer hardware or software), vehicle, or property, purchased or leased using the Funds, ceases to be used for the proper use as originally stated in the Scope of Work, or the Project is discontinued and the Grantee no longer requires the facility, equipment, vehicle or property, all Funds expended for that purpose must be returned to the MTA. The Grantee will be required to repay the Funds in proportion to the useful life remaining in accordance with the Proposition C Guidelines.

4. DISBURSEMENT OF FUNDS. Disbursements shall be based on a reimbursement basis in accordance with the Financial Plan (Attachment B). If MTA makes disbursements by wire transfer, a fee of twenty-five dollars per transfer will be deducted from each disbursement. The Grantee must provide the appropriate supporting documentation with their Quarterly Expense Report. Local match must be spent in the appropriate proportion to MTA funds with each quarter's payment.

REPORTING AND AUDIT REQUIREMENTS/PAYMENT ADJUSTMENTS.

5.1 Grantee shall submit the Quarterly Expense Report and the Quarterly Progress Report on the last day of the months of October, January, April, and July. Should Grantee fail to submit such reports within 10 days of the due date and/or submit incomplete reports (see Attachments D, D1, and D2), MTA will not reimburse Grantee until the completed required reports are received, reviewed, approved and reconciled to the Programmed Budget. The Quarterly Expense Reports shall include all appropriate documentation (such as contractor invoices, timesheets, receipts, etc.). All supporting documents must include a clear justification and explanation of their relevance to the Project. If no activity has occurred during a particular quarter, Grantee will still be required to submit the Quarterly Progress Report documenting the reason for no activity.

5.2 MTA, and/or its designee, shall have the right to conduct audits of the Project, as needed, such as financial and compliance audits; interim audits; pre-award audits and performance audits. Grantee agrees to establish and maintain proper accounting procedures and cash management records and documents in accordance with Generally Accepted Accounting Principles (GAAP). Grantee shall reimburse the MTA for any expenditure not in compliance with the Scope of Work and/or not in compliance with other terms and conditions as defined by this MOU and the Guidelines. When applicable, MTA shall consider the Federal Acquisition Regulations (FAR) to determine whether costs incurred are allowable. The findings of the MTA audit are final.

5.3 Grantee's records shall include, without limitation, accounting records, written policies and procedures, contract files, original estimates, correspondence, change order files (including documentation covering negotiated settlements), invoices, and any other supporting evidence deemed necessary by the MTA to substantiate charges related to the Project (all collectively referred to as "records"). Grantee's records shall be open to inspection and subject to audit and reproduction by the MTA auditors or authorized representatives to the extent deemed necessary by the MTA to adequately permit evaluation of expended costs. Such records subject to audit shall also include, without limitation, those records deemed necessary by the MTA to evaluate and verify direct and indirect costs, (including overhead allocations) as they may apply to costs associated with the Project.

5.4 Grantee shall cause all contractors to comply with the requirements of Part II, Section 5, paragraph 5.2 above. Grantee shall cause all contractors to cooperate fully in furnishing or in making available to the MTA records which shall include, without limitation, accounting records, written policies and procedures, contract files, original estimates, correspondence, change order files (including documentation covering negotiated settlements), invoices, and any other supporting evidence deemed necessary by the MTA auditors or authorized representatives related to the Project.

5.5 The MTA or any of its duly authorized representatives, upon reasonable written notice shall be afforded access to all of the records of the Grantee and its contractors related to the Project, and shall be allowed to interview any employees of Grantee and its contractors through the term of this Agreement and for a period of three years after audit completion and final payment or longer if required by law. These records must be retained by Grantee for three years following final payment under this Agreement.

5.6 The MTA or any of its duly authorized representatives, upon reasonable written notice, shall have access to the offices of the Grantee and its contractors, shall have access to all necessary records, including reproduction, and shall be provided adequate and appropriate work space in order to conduct audits in compliance with the terms and conditions of this MOU.

5.7 In addition to the MTA's other remedies as provided in this MOU, the MTA shall withhold the Funds and/or recommend not to award future Call for Projects grants to Grantee if the MTA audit has determined that Grantee failed to comply with the Scope of Work (such as misusing Funds or failure to return Funds owed to the MTA in accordance with the MTA audit findings) and/or is severely out of compliance with other terms and conditions as defined by this MOU and the Guidelines, including the access to records provisions of Part II, Section 5. Serious violations or breaches of laws, regulations, ordinances or other rules may be referred to outside investigative agencies as deemed appropriate by the MTA.

6. ONE TIME GRANT. This is a one time only grant subject to the terms and conditions agreed to herein and in the Guidelines. This grant does not imply nor obligate any future funding commitment on the part of the MTA.

SOURCES AND DISPOSITION OF FUNDS.

7.1 Grantee shall fully fund or contribute the Grantee Funding Commitment, as identified in the Program Budget Attachment A, towards the cost of the Project. If the Funds identified in Attachment A are insufficient to complete the Project, Grantee agrees to secure and provide such additional non-MTA funds necessary to complete the Project. If Grantee fails to provide such additional Funds, the Funds provided by the MTA will be adjusted in the same proportion as the Grantee Funding Commitment from the Grantee as specified in Attachment A to this MOU.

7.2 Grantee shall be responsible for any and all cost overruns for the Project.

7.3 Grantee shall be eligible for the Funds up to the grant amount specified in Part I, Section 2 of this MOU subject to the terms and conditions contained herein and in the Proposition C Guidelines. Any Funds expended by Grantee prior to the execution of this MOU (prior to the MTA Chief Executive Officer's signature) shall not be reimbursed nor shall they be credited toward the local match requirement, without the prior written consent of the MTA Chief Executive Officer or his/her designee. Local match funds expended prior to the year the Funds are awarded shall be spent at Grantee's own risk.

7.4 Any underruns to the Programmed Budget shall be apportioned between MTA and the Grantee in the same proportion as the Sources of Funds from each party to this MOU as specified in the Programmed Budget (Attachment A) to this MOU.

8. TIMELY USE OF FUNDS / REPROGRAMMING OF FUNDS.

February 29
8.1 Grantee must demonstrate timely use of the Funds by: (i) executing this MOU by ~~December 31~~ of the first Fiscal Year in which the Funds are programmed, (ii) submitting Quarterly Expense and Quarterly Progress Reports as described in Part II, Section 4.1 of this MOU, and (iii) expending the Funds granted under this MOU for allowable costs within three (3) years from July 1 of the Fiscal Year in which the Funds are programmed, unless otherwise stated in this MOU. Funds programmed for FY 1999-00 are subject to lapse on June 30, 2002. Funds programmed for FY 2000-01 are subject to lapse on June 30, 2003. Funds programmed for FY 2001-02 are subject to lapse on June 30, 2004. Work not invoiced within 60 days after the lapsing date is not eligible for reimbursement.

8.2 In the event that the timely use of the Funds is not demonstrated as described in Part II, Section 8.1 of this MOU, the Project will be reevaluated by the MTA as part of its annual TIP Call for Projects Recertification process and the Funds may be deobligated and reprogrammed by the MTA Board. In the event the Funds are reprogrammed, this MOU shall automatically terminate.

9. **DEFAULT.** A Default under this MOU is defined as any one or more of the following: (i) Grantee fails to comply with the terms and conditions contained herein or in the Guidelines; or (ii) Grantee fails to perform satisfactorily or makes a material change, as determined by the MTA at its sole discretion, to the Financial Plan, the Scope of Work, or the Programmed Budget without the MTA's prior written consent or approval as provided herein.

10 **REMEDIES.**

10.1 In the event of a Default by Grantee, the MTA shall provide written notice of such Default to Grantee with a 30-day period to cure the Default. In the event Grantee fails to cure the Default, or commit to cure the Default and commence the same within such 30 day period to the satisfaction of the MTA, the MTA shall have the following remedies: (i) MTA may terminate this MOU; (ii) the MTA may make no further disbursements of Funds to the Grantee; and/or (iii) the MTA may recover from Grantee any Funds disbursed to Grantee prior to and after the Default that are disallowed by the MTA audit.

10.2 Effective upon receipt of written notice of termination from the MTA, Grantee shall not undertake any new work or obligation with respect to this MOU unless so directed by the MTA in writing. Any Funds expended after termination shall be the sole responsibility of the Grantee.

10.3 The remedies described herein are non-exclusive. The MTA shall have the right to enforce any and all rights and remedies herein or which may be now or hereafter available at law or in equity.

OTHER TERMS AND CONDITIONS.

11.1 This MOU, along with its Attachments and the Guidelines, constitutes the entire understanding between the parties, with respect to the subject matter herein. The MOU shall not be amended, nor any provisions or breach hereof waived, except in writing signed by the parties who agreed to the original MOU or the same level of authority. Adoption of revisions or supplements to the Guidelines by the MTA shall cause such revisions or supplements to become incorporated automatically into this MOU as though fully set forth herein.

11.3 If applicable, Grantee is obligated, to continue using the Project dedicated to the public transportation purposes for which the Project was initially approved. The Project right-of-way, the Project facilities constructed or reconstructed on the Project site, and/or Project property purchased (excluding construction easements and excess property whose proportionate resale proceeds are distributed pursuant to this MOU) shall remain dedicated to public transportation use in the same proportion and scope and to the same extent as described in this MOU. Equipment acquired as part of the Project, including office equipment, transit and other vehicles, shall be dedicated to that use for their full economic life cycle, including any extensions of that life cycle achieved by reconstruction, rehabilitation, or enhancements. Subsequent grants or allocations for this Project, if any, will be identified by phase and will be described in detail in an Amendment to this MOU or in a separate agreement.

11.4 In the event that there is any legal court (e.g., Superior Court of the State of California, County of Los Angeles, or the U.S. District Court for the Central District of California) proceeding between the parties to enforce or interpret this MOU, or the Guidelines, to protect or establish any rights or remedies hereunder, the prevailing party shall be entitled to its costs and expenses, including reasonable attorneys' fees.

11.5 Grantee shall retain all original records and documents related to the work herein for a period of three (3) years after Project Completion.

11.6 Neither the MTA nor any officer or employee thereof shall be responsible for any damage or liability occurring by reason to anything done or committed to be done by Grantee under or in connection with any work performed by and or service provided by Grantee, its officers, agents employees and subcontractors under this MOU or the Guidelines. Grantee shall fully indemnify, defend and hold the MTA, and its officers, agents and employees harmless from and against any liability and expenses, including without limitation, defense costs, any costs or liability on account of bodily injury, death or personal injury of any person or for damage to or loss of risk of property, any environmental obligation, any legal fees and any claims for damages of any nature whatsoever arising out of: (i) misuse of the Funds by Grantee, or its officers, agents, employees or subcontractors; (ii) breach of the Grantee's obligations under this MOU; or (iii) any act or omission of the Grantee, or its officers, agents, employees or subcontractors in the performance of the work or the provision of the services, including, without limitation, the Scope of Work, described in this MOU.

11.7 Neither party hereto shall be considered in default in the performance of its obligation hereunder to the extent that the performance of any such obligation is prevented or delayed by unforeseen causes including acts of God, acts of a public enemy, and government acts beyond the control and without fault or negligence of the affected party. Each party hereto shall give notice promptly to the other of the nature and extent of any such circumstances claimed to delay, hinder, or prevent performance of any obligations under this MOU or the Guidelines.

TIP Call for Projects - Gateway Cities Corridors Project (Phase II) Memorandum of Understanding (MOU)

11.8 Grantee shall comply with and insure that work performed under this MOU is done in compliance with Generally Accepted Accounting Principles (GAAP), all applicable provisions of federal, state, and local laws, statutes, ordinances, rules, regulations, and procedural requirements including Federal Acquisition Regulations (FAR), and the applicable requirements and regulations of the MTA. Grantee acknowledges responsibility for obtaining copies of and complying with the terms of the most recent federal, state, or local laws and regulations and MTA requirements including any amendments thereto.

11.9 Grantee agrees that the applicable requirements of this MOU and the Guidelines shall be included in every subcontract entered into by Grantee or its contractors relating to work performed under this MOU and the MTA shall have the right to review and audit the subcontracts.

11.10 Grantee shall not assign this MOU, or any part thereof, without prior approval of the MTA Chief Executive Officer or his designee, and any assignment without said consent shall be void and unenforceable.

11.11 This MOU shall be governed by California law. If any provision of this MOU is held by a court of competent jurisdiction to be invalid, void, or unenforceable, the remaining provisions shall nevertheless continue in full force without being impaired or invalidated in any way.

11.12 The covenants and agreements of this MOU shall inure to the benefit of, and shall be binding upon, each of the parties and their respective successors and assigns.

11.13 The Grantee shall coordinate with the MTA regarding all Project-related copy (such as literature, advertisements, brochures, video, radio and public service announcements, construction site signs, and all other materials related to the Project) proposed to be used by the Grantee and subsequent contractors or licensees for advertising or public relations purposes prior to publication. The Grantee shall not allow MTA-related copy to be published in its advertisements and public relations programs without prior coordination with the MTA.

11.14 Grantee agrees that all literature, advertisements, brochures, video, radio, and public service announcements, construction site or permanent signs, and all other materials relating to the Project and/or distributed to the public will contain recognition of the MTA's contribution as well as the approved METRO logo. If applicable, Grantee agrees to display the METRO logo on its buses, shuttle buses, vans, and taxis utilized for services provided under the Project. The METRO logo is a copyrighted symbol that shall be reproduced and displayed in accordance with specific graphic guidelines available from the MTA Graphics Department at the address in Part-I, Section 11 of this MOU. Grantee agrees to follow directions of the MTA Marketing Department to comply with this Section of the MOU.

TIP Call for Projects – Gateway Cities Corridors Project (Phase II) Memorandum of Understanding (MOU)

Grantee will advise the MTA prior of any key Project staffing changes

9 10 11.16 Notice will be given to the parties at the address specified in Part I, Sections
11 and 12 unless otherwise notified in writing of change of address.

11.17 Grantee in the performance of the work described in this MOU is an independent contractor and not an agent or employee of the MTA and attests to no organizational or personal conflicts of interest and agrees to notify the MTA immediately in the event that a conflict, or the appearance thereof, arises. Grantee shall not represent itself as an agent or employee of the MTA and shall have no powers to bind the MTA in contract or otherwise.

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MOU ATTACHMENT A

TIP Call for Projects - Memorandum of Understanding (MOU)
PROGRAMMED BUDGET - SOURCES OF FUNDS

SOURCES OF FUNDS	FY 1999-00	FY 2000-01	FY 2001-02	FY 2002-03	TOTAL BUDGET	% OF BUDGET
MTA Programmed Funds:						
Proposition C 10%						
Proposition C 25%	\$7,391,000	\$7,609,000			\$15,000,000	89.5%
.....						
.....						
.....						
Grantee Funding Commitment (specify type)						
Local matching funds will be a mixture						
of Proposition A, Proposition C Local						
Return, and other local funds as						
appropriate.	\$865,000	\$891,000			\$1,756,000	10.5%
.....						
.....						
.....						
TOTAL PROGRAMMED BUDGET	\$8,256,000	\$8,500,000			\$16,756,000	100.0%

MOU ATTACHMENT B

TIP Call for Projects - Memorandum of Understanding (MOU)

FINANCIAL PLAN

SHEET 1 OF 2

SOURCES OF FUNDS	FY 1999-00 QTR 1	FY 1999-00 QTR 2	FY 1999-00 QTR 3	FY 1999-00 QTR 4	FY 2000-01 QTR 1	FY 2000-01 QTR 2	FY 2000-01 QTR 3	FY 2000-01 QTR 4	SHEET 1 SUBTOTAL	FUTURE REQUEST
LOCAL										
Proposition C 5%										
Proposition C 10%										
Proposition C 25%			\$102,132	\$102,132	\$320,373	\$320,373	\$443,499	\$443,499	\$1,732,008	\$13,267,992
Proposition C 40%										
Local Match: Mixture of Prop. A, Prop. C Local Return, and other local funds as appropriate.			\$11,956	\$11,956	\$37,505	\$37,505	\$51,919	\$51,919	\$202,760	\$1,553,240
STATE										
STIP										
Other (Specify Source)										
FEDERAL										
CMAQ										
RSTP										
FTA 5307 (Section 9)										
FTA Section 3										
Other (Specify Source)										
TOTAL BUDGET			\$114,088	\$114,088	\$357,878	\$357,878	\$495,418	\$495,418	\$1,934,768	\$14,821,232

TIP Call for Projects - Gateway Cities Corridors Project (Phase II) Memorandum of Understanding (MOU)

MOU ATTACHMENT B

TIP Call for Projects - Memorandum of Understanding (MOU)

FINANCIAL PLAN

SHEET 2 OF 2

SOURCES OF FUNDS	SHEET 1 SUBTOTAL	FY 2001-02 QTR 1	FY 2001-02 QTR 2	FY 2001-02 QTR 3	FY 2001-02 QTR 4	FY 2002-03 QTR 1	FY 2002-03 QTR 2	FY 2002-03 QTR 3	FY 2002-03 QTR 4	TOTAL BUDGET
LOCAL										
Proposition C 5%										
Proposition C 10%										
Proposition C 25%	\$1,732,008	\$443,499	\$994,216	\$1,620,152	\$2,496,743	\$2,496,743	\$2,224,927	\$1,854,347	\$1,137,365	\$15,000,000
Proposition C 40%										
Local Match: Mixture of Prop. A, Prop. C Local Return, and other local funds as appropriate.	\$202,760	\$51,919	\$116,390	\$189,666	\$292,285	\$292,285	\$260,465	\$217,082	\$133,148	\$1,756,000
STATE										
STIP										
Other (Specify Source)										
FEDERAL										
CMAQ										
RSTP										
FTA 5307 (Section 9)										
FTA Section 3										
Other (Specify Source)										
TOTAL BUDGET	\$1,934,768	\$495,418	\$1,110,606	\$1,809,818	\$2,789,028	\$2,789,028	\$2,485,392	\$2,071,429	\$1,270,513	\$16,756,000

MOU ATTACHMENT C

SCOPE OF WORK

Tier I Projects	
Alondra Boulevard - Figueroa St./La Mirada Bl.	3,341,000
Bellflower Boulevard - Lakewood Bl./Pacific Coast Hwy.	1,636,000
Eastern/Garfield/Cherry Avenue - Atlantic Bl./Pacific Coast Hwy.	
Pacific/Long Beach Boulevard - Florence Ave./Willow St.	
Santa Fe Avenue - 25th St./Firestone Bl.	
Various Operational Improvements - To Be Determined	520,000
TIER I SUBTOTAL	11,520,000
Tier III & IV Projects	
I-105 Corridor, Phase 2 (Continuation from 1995 Call for Projects)	2,002,000
I-710/Atlantic Boulevard/Atlantic Avenue Corridor	2,905,000
Program Management/Administration	329,000
TOTAL	16,756,000

PROJECT SCOPE OF WORK AND COST ESTIMATE	
Project Name: Alondra Boulevard	
Project Limits: Figueroa Street to La Mirada Boulevard	
Approximate Number of Intersections: 60	Length of Route: 16.4 miles
Anticipated Advertising Date: September 2001	Anticipated Completion Date: March 2003
Construction Cost	\$1,803,000
Contingency (25%)	
Project Engineering (30%)	
Construction Engineering (15%)	
Timing	
Project Management (2%)	
TOTAL	\$3,341,000

Scope of Work:

This project involves synchronizing the traffic signals on Alondra Boulevard between Figueroa Street and La Mirada Boulevard, constructing any appropriate operational improvements, and implementing any safety-related upgrades required by Federal and State guidelines. Synchronizing the signals and improving the operation and safety of the roadway will significantly reduce delay and accidents, thereby alleviating motorist frustration, reducing air pollution, and decreasing vehicle operational costs.

This project will improve traffic signal operation along this route by upgrading each traffic signal to Federal and State standards, providing additional vehicle detection to enable operation as a fully traffic actuated signal, and installing the appropriate components to enable each signal to be capable of time-based coordination. The traffic signals along this route will be retimed to improve the overall progression of traffic along and crossing this route. Additionally, this project will install any warranted and feasible roadway improvements along the route to improve overall progression which may include: installation of peak-period parking restrictions, modification of signing and striping and/or minor roadway widening within existing right-of-way to provide for additional lanes.

The following table classifies the amount of traffic signal modifications recommended for each intersection. Intersections listed in the "Minor" category are projects estimated to cost less than \$15,000 and may include the following improvements: replacement of controller and cabinet, upgrade of vehicle and pedestrian heads, installation of Radio Controlled Time Base units and antenna, and recut of vehicle detector loops. Intersections listed in the "Moderate" category are estimated to cost between \$15,000 and \$60,000 and may include any of the "Minor" improvements plus the following improvements: upgrade of signal standards, installation of left-turn phasing or other signal phase operation, installation of curb ramps, upgrade of highway safety lights, and installation of advanced vehicle detector loops. Intersections listed in the "Major" category are estimated to cost more than \$60,000 due to the need to do a combination of "Minor" and "Moderate" improvements, but it may also include the following improvements: upgrade of signal operation from pre-timed to fully traffic actuated and installation of a new signal.

This project complements other synchronization projects in the area and is part of a long-range plan to synchronize and improve all major corridors in the area. These synchronization projects are the first step toward building a smarter system of roadways. Future elements will build upon this strategy through the installation of a traffic control system to provide centralized control, monitoring, and multi-jurisdictional response capabilities with all routes connected to a Traffic Management Center and local agencies' workstations for regional operation.

Due to unforeseen complications, field conditions, actual engineering costs, actual consultant contract amounts, construction bids, and a variety of other factors, it may become necessary to make adjustments to the scope of work and revise the estimated costs as the project progresses. Any project adjustments will be made with the MTA project manager's approval.

ALONDRA BOULEVARD				
	LOCATION	PROPOSED SIGNAL MODIFICATIONS		
		MINOR/NONE	MODERATE	MAJOR
1	at Figueroa St.		X	LA
2		X		
6	at Caswell Av.		X	
8	at Central Av.		X	
11	at Oleander Av.		X	
14	at Tamarind Av.		X	
15	at Alameda St. (West and East)		X	
16	at Santa Fe Av.		X	
17	at Mayo Av.		X	
18	at Poinsetta Av.		X	
19	at Long Beach Bl.	NONE	X	
20	at Bradfield Av.		X	
21	at Harris Av.		X	
22	at White Av.		X	
23	at Atlantic Av.	X		
24	at Atlantic Pl.		X	
25	at Hunsaker Av		X	
26	at Orange Av.		X	
27	at Gundry Av.		X	
28	at Garfield Av.		X	
29	at Vermont Av.		X	
30	at Paramount Bl.	NONE X		
31	at Georgia Av.		X	
32	at Downey Av.		X	
33	at Lakewood Bl.	NONE X CT		
34	at Virginia Av.		X	
35	at Clark Av.		X	
36	at Ryon Av.		X	
37	at Bellflower Bl.	NONE X		
38	at Eucalyptus Av.		X	
39	at Cornuta Av.		X	
40	at Woodruff Av.		X	
41	at McNab Av.		X	
42	at Puma Av.	NONE X CT		
43	at Leibacher Av.	X CT		
44	at Home Depot Dwy.	NONE X		

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45	at Studebaker Rd.		X	
46	at Elmcroft Av./Cerritos College		X	
47	at Gridley Rd.		X	
48	at Maidstone Ave.			
		NORM	X	
50	at Pedestrian-crossing		X	
				X
54	at Carmenita Rd.			X
55	at Marquart Av./Firestone Bl.		X	CT
56	at Freeway Dr.		X	
58	at Trojan Way		X	
59	at Stage Rd.		X	
60	at La Mirada Bl.		X	

	7	11	39	
NORM	5	10	38	3
CT/LA	2	1		0

PROJECT SCOPE OF WORK AND COST ESTIMATE

Project Name: Bellflower Boulevard

Project Limits: Lakewood Boulevard to Pacific Coast Highway

Approximate Number Intersections: 45 Length of Route: 11.1 miles

Anticipated Advertising Date: March 2002 Anticipated Completion Date: March 2003

	Construction Cost	\$850,000
	Contingency (25%)	\$213,000
	Project Engineering (30%)	\$255,000
	Construction Engineering (15%)	\$128,000
	Timing	\$158,000
	Project Management (2%)	\$32,000
	TOTAL	\$1,636,000

Scope of Work:

This project involves synchronizing the traffic signals on Bellflower Boulevard between Lakewood Boulevard and Pacific Coast Highway, constructing any appropriate operational improvements, and implementing any safety-related upgrades required by Federal and State guidelines. Synchronizing the signals and improving the operation and safety of the roadway will significantly reduce delay and accidents, thereby alleviating motorist frustration, reducing air pollution, and decreasing vehicle operational costs.

This project will improve traffic signal operation along this route by upgrading each traffic signal to Federal and State standards, providing additional vehicle detection to enable operation as a fully traffic actuated signal, and installing the appropriate components to enable each signal to be capable of time-based coordination. The traffic signals along this route will be retimed to improve the overall progression of traffic along and crossing this route. Additionally, this project will install any warranted and feasible roadway improvements along the route to improve overall progression which may include: installation of peak-period parking restrictions, modification of signing and striping and/or minor roadway widening within existing right-of-way to provide for additional lanes.

The following table classifies the amount of traffic signal modifications recommended for each intersection. Intersections listed in the "Minor" category are projects estimated to cost less than \$15,000 and may include the following improvements: replacement of controller and cabinet, upgrade of vehicle and pedestrian heads, installation of Radio Controlled Time Base units and antenna, and recut of vehicle detector loops. Intersections listed in the "Moderate" category are estimated to cost between \$15,000 and \$60,000 and may include any of the "Minor" improvements plus the following improvements: upgrade of signal standards, installation of left-turn phasing or other signal phase operation, installation of curb ramps, upgrade of highway safety lights, and installation of advanced vehicle detector loops. Intersections listed in the "Major" category are estimated to cost more than \$60,000 due to the need to do a combination of "Minor" and "Moderate" improvements, but it may also include the following improvements: upgrade of signal operation from pre-timed to fully traffic actuated and installation of a new signal.

This project complements other synchronization projects in the area and is part of a long-range plan to synchronize and improve all major corridors in the area. These synchronization projects are the first step toward building a smarter system of roadways. Future elements will build upon this strategy through the installation of a traffic control system to provide centralized control, monitoring, and multi-jurisdictional response capabilities with all routes connected to a Traffic Management Center and local agencies' workstations for regional operation.

Due to unforeseen complications, field conditions, actual engineering costs, actual consultant contract amounts, construction bids, and a variety of other factors, it may become necessary to make adjustments to the scope of work and revise the estimated costs as the project progresses. Any project adjustments will be made with the MTA project manager's approval.

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BELLFLOWER BOULEVARD				
	LOCATION	PROPOSED SIGNAL MODIFICATIONS		
		MINOR/NONE	MODERATE	MAJOR
1	at Lakewood Bl.	NONE X CT		
2	at Stewart and Gray Rd.		X	
3	at Boeing Dwy.		X	
4	at Imperial Hwy.	X		
5	at 105 Fwy. WB On/Off Ramps	NONE X CT		
6	at 105 Fwy. EB On/Off Ramps	X CT		
7	at Foster Rd.	X		
8	at Rosecrans Av.	NONE X		
9	at Compton Bl.		X	
10	at Jefferson St.		X	
11	at Alondra Bl.		X	
12	at Flora Vista St.		X	
13	at Oak St.		X	
14	at Belmont St.		X	
15	at Flower St.		X	
		X		
	at 91 Fwy. WB On/Off Ramps	CT		
		NONE		
			X	
		X		
25	at Del Amo Bl.	X		
26	at Arbor Rd.		X	
27	at Centralia St.		X	
28	at Harvey Way		X	
29	at Carson St.		X	
30	at Conant St.		X	
31	at Monaco Rd.		X	
32	at Wardlow Rd.		X	
33	at Mezzanine Way		X	
34	at Spring St.	X		
35	at 27th St.		X	
36	at Willow St.	X		
37	at Los Coyotes Diagonal	X		
38	at 23rd St.		X	
39	at Stearns St.		X	
40	at Abbeyfield St./Britton Dr.		X	
41	at Atherton St.	NONE X		
42	at State University Dr.		X	
43	at Anaheim Rd./Sam Johnson Rd.	X		
44	at 7th St.		X	
45	at Pacific Coast Hwy.	X CT		

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 NORM 3 10 26
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PROJECT SCOPE OF WORK AND COST ESTIMATE			
Project Name: Eastern Avenue / Garfield Avenue / Cherry Avenue			
Project Limits: Atlantic Boulevard to Pacific Coast Highway			
Approximate Number of Intersections: 62		Length of Route: 15.3 miles	
Anticipated Advertising Date: March 2002		Anticipated Completion Date: June 2003	
Construction Cost			\$1,331,000
Contingency (25%)			\$333,000
Project Engineering (30%)			\$399,000
Construction Engineering (15%)			\$200,000
Timing			
Project Management (2%)			\$50,000
TOTAL			\$2,530,000

Scope of Work:

This project involves synchronizing the traffic signals on Eastern Avenue/Garfield Avenue/Cherry Avenue between Atlantic Boulevard and Pacific Coast Highway, constructing any appropriate operational improvements, and implementing any safety-related upgrades required by Federal and State guidelines. Synchronizing the signals and improving the operation and safety of the roadway will significantly reduce delay and accidents, thereby alleviating motorist frustration, reducing air pollution, and decreasing vehicle operational costs.

This project will improve traffic signal operation along this route by upgrading each traffic signal to Federal and State standards, providing additional vehicle detection to enable operation as a fully traffic actuated signal, and installing the appropriate components to enable each signal to be capable of time-based coordination. The traffic signals along this route will be retimed to improve the overall progression of traffic along and crossing this route. Additionally, this project will install any warranted and feasible roadway improvements along the route to improve overall progression which may include: installation of peak-period parking restrictions, modification of signing and striping and/or minor roadway widening within existing right-of-way to provide for additional lanes.

The following table classifies the amount of traffic signal modifications recommended for each intersection. Intersections listed in the "Minor" category are projects estimated to cost less than \$15,000 and may include the following improvements: replacement of controller and cabinet, upgrade of vehicle and pedestrian heads, installation of Radio Controlled Time Base units and antenna, and recut of vehicle detector loops. Intersections listed in the "Moderate" category are estimated to cost between \$15,000 and \$60,000 and may include any of the "Minor" improvements plus the following improvements: upgrade of signal standards, installation of left-turn phasing or other signal phase operation, installation of curb ramps, upgrade of highway safety lights, and installation of advanced vehicle detector loops. Intersections listed in the "Major" category are estimated to cost more than \$60,000 due to the need to do a combination of "Minor" and "Moderate" improvements, but it may also include the following improvements: upgrade of signal operation from pre-timed to fully traffic actuated and installation of a new signal.

This project complements other synchronization projects in the area and is part of a long-range plan to synchronize and improve all major corridors in the area. These synchronization projects are the first step toward building a smarter system of roadways. Future elements will build upon this strategy through the installation of a traffic control system to provide centralized control, monitoring, and multi-jurisdictional response capabilities with all routes connected to a Traffic Management Center and local agencies' workstations for regional operation.

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EASTERN AVENUE / GARFIELD AVENUE / CHERRY AVENUE				
	LOCATION	PROPOSED SIGNAL MODIFICATIONS		
		MINOR/NONE	MODERATE	MAJOR
1	at Atlantic Bl.	X		
2	at Everington St.	X		
3	at Harbor St.	X		
4	at Washington Bl.	<i>NONE</i> X		
5	at Sheila St.		X	
6	at Commerce Way	X		
7	at Bandini Bl.		X	
8	at Rickenbacker Rd.	X		
9	at Slauson Av.	X		
10	at Randolph St.	X		
11	at Watcher St.		X	
12	at Gage Av.		X	
13	at Loveland St.	X		
14	at Lubec St.		X	
15	at Market Place	X		
16	at Florence Av.	<i>NONE</i> X		
17	at Fry St.		X	
18	at Live Oak St.		X	
19	at Clara St.		X	
20	at Jaboneria Rd.		X	
21	at Muller St.	X		
22	at Garfield Av.	X		
23	at Firestone Pl.	X		
24	at Firestone Bl.	<i>NONE</i> X		
25	at Target Entrance	X		
26	at Southern Av.	X		
		X		
		<i>NONE</i>		
			X	
31	at 105th St.	<i>NONE</i> X		
			X	
34	at 105 Fwy. WB On/Off Ramps	X	CT	
35	at 105 Fwy. EB On/Off Ramps	X	CT	
36	at Mendy St.			X
37	at Rosecrans Av.	<i>NONE</i> X		
39	at Jefferson St.		X	
40	at Alondra Bl.	<i>NONE</i> X		
41	at Jackson St.		X	
42	at 68th St.	X		
43	at 91 Fwy. WB On/Off Ramps		X	CT
44	at 91 Fwy. EB On/Off Ramps		X	CT

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45	at Artesia Bl.			X
46	at Harding St.			X
47	at South St.		X	
48	at Market St.			X
49	at Del Amo Bl.		X	
50	at San Antonio Dr.			X
51	at Carson St.	NONE	X	
52	at Bixby Rd.	NONE	X	
53	at 36th St.	NONE	X	
54	at Wardlow Rd.			X
55	at Spring St.		X	
56	at 28th St.		X	
57	at Willow St.		X	
58	at 25th St.		X	
59	at Burnett St.		X	
60	at Hill St.	NONE	X	
61	at 21st St.	NONE	X	
62	at Pacific Coast Hwy.	NONE	X	CT

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 26
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NORMAN
 T/LA

PROJECT SCOPE OF WORK AND COST ESTIMATE			
Project Name: Pacific Boulevard / Long Beach Boulevard			
Project Limits: Florence Avenue to Willow Street			
Approximate Number of Intersections: 56		Length of Route: 12.0 miles	
Anticipated Advertising Date: March 2002		Anticipated Completion Date: June 2003	
Construction Cost			\$1,346,000
Contingency (25%)			\$337,000
Project Engineering (30%)			\$404,000
Construction Engineering (15%)			\$202,000
Timing			\$196,000
Project Management (2%)			\$50,000
TOTAL			\$2,535,000

Scope of Work:

This project involves synchronizing the traffic signals on Pacific Boulevard/Long Beach Boulevard between Florence Avenue and Willow Street, constructing any appropriate operational improvements, and implementing any safety-related upgrades required by Federal and State guidelines. Synchronizing the signals and improving the operation and safety of the roadway will significantly reduce delay and accidents, thereby alleviating motorist frustration, reducing air pollution, and decreasing vehicle operational costs.

This project will improve traffic signal operation along this route by upgrading each traffic signal to Federal and State standards, providing additional vehicle detection to enable operation as a fully traffic actuated signal, and installing the appropriate components to enable each signal to be capable of time-based coordination. The traffic signals along this route will be retimed to improve the overall progression of traffic along and crossing this route. Additionally, this project will install any warranted and feasible roadway improvements along the route to improve overall progression which may include: installation of peak-period parking restrictions, modification of signing and striping and/or minor roadway widening within existing right-of-way to provide for additional lanes.

The following table classifies the amount of traffic signal modifications recommended for each intersection. Intersections listed in the "Minor" category are projects estimated to cost less than \$15,000 and may include the following improvements: replacement of controller and cabinet, upgrade of vehicle and pedestrian heads, installation of Radio Controlled Time Base units and antenna, and recut of vehicle detector loops. Intersections listed in the "Moderate" category are estimated to cost between \$15,000 and \$60,000 and may include any of the "Minor" improvements plus the following improvements: upgrade of signal standards, installation of left-turn phasing or other signal phase operation, installation of curb ramps, upgrade of highway safety lights, and installation of advanced vehicle detector loops. Intersections listed in the "Major" category are estimated to cost more than \$60,000 due to the need to do a combination of "Minor" and "Moderate" improvements, but it may also include the following improvements: upgrade of signal operation from pre-timed to fully traffic actuated and installation of a new signal.

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PACIFIC BOULEVARD / LONG BEACH BOULEVARD				
LOCATION		PROPOSED SIGNAL MODIFICATIONS		
		MINOR/NONE	MODERATE	MAJOR
1	at Florence Av.		X	
2	at Live Oak St.	X		
		V		
5	at Palm Pl.		X	
	at Independence Av.		X	
8	at Ardmore Av./Independence Av			
9	at Firestone Bl.		X	
10	at Southern Av.			
11	at Kansas Av.		X	
12	at Tweedy Bl.		X	
13	at State St./Tenaya Av.		X	
14	at Martin Luther King Jr. Bl.		X	
15	at Norton Av.		X	
16	at Imperial Hwy.	NONE X		
17	at Sanborn Av.		X	
18	at 105 Fwy. WB Ramps	X CT		
19	at 105 Fwy. EB Ramps	X CT		
20	at Josephine St.		X	
21	at Cedar Av.	X		
	at Burton Av.	X		
23	at Euclid Av.	X		
24	at Pine St./Arlington St.		X	
25	at Tucker St.		X	
26	at Rosecrans Av.	NONE X		
27	at Palmer St.		X	
28	at Compton Bl.	X		
29	at Myrrh St.		X	
30	at Alondra Bl.		X	
31	at Temple Av./Bullis Rd.		X	
32	at Greenleaf Bl.			
33	at 69th St.			
34	at Artesia B			
35	at 91 Fwy. WB Ramps		X CT	
36	at 91 Fwy. EB Ramps		X CT	
37	at Bort St.			
38	at Victoria St./Gordon St.			
39	at 710 Fwy. SB Ramps		X CT	
40	at 710 Fwy. NB Ramps		X CT	
41	at Ellis St.		X	

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45	at 47th St.			X	
46	at San Antonio Dr.			X	
47	at Carson St.			X	
48	at Roosevelt Rd.			X	
49	at Bixby Rd.			X	
50	at 36th St.			X	
51	at Wardlow Rd.			X	
53	at Columbia St.		X		
54	at Memorial Medical Center		X		
56	at Willow St.		X		

	2		41	0
Norm		1	37	
CT/LA	0	2	4	

PROJECT SCOPE OF WORK AND COST ESTIMATE			
Project Name: Santa Fe Avenue			
Project Limits: 25th Street to Firestone Boulevard			
Approximate Number of Intersections: 18		Length of Route: 4.2 miles	
Anticipated Advertising Date: September 2001		Anticipated Completion Date: September 2002	
Construction Cost			\$515,000
Contingency (25%)			\$129,000
Project Engineering (30%)			
Construction Engineering (15%)			
Timing			\$63,000
Project Management (2%)			\$19,000
TOTAL			\$958,000

Scope of Work:

This project involves synchronizing the traffic signals on Santa Fe Avenue between 25th Street and Firestone Boulevard, constructing any appropriate operational improvements, and implementing any safety-related upgrades required by Federal and State guidelines. Synchronizing the signals and improving the operation and safety of the roadway will significantly reduce delay and accidents, thereby alleviating motorist frustration, reducing air pollution, and decreasing vehicle operational costs.

This project will improve traffic signal operation along this route by upgrading each traffic signal to Federal and State standards, providing additional vehicle detection to enable operation as a fully traffic actuated signal, and installing the appropriate components to enable each signal to be capable of time-based coordination. The traffic signals along this route will be retimed to improve the overall progression of traffic along and crossing this route. Additionally, this project will install any warranted and feasible roadway improvements along the route to improve overall progression which may include: installation of peak-period parking restrictions, modification of signing and striping and/or minor roadway widening within existing right-of-way to provide for additional lanes.

The following table classifies the amount of traffic signal modifications recommended for each intersection. Intersections listed in the "Minor" category are projects estimated to cost less than \$15,000 and may include the following improvements: replacement of controller and cabinet, upgrade of vehicle and pedestrian heads, installation of Radio Controlled Time Base units and antenna, and recut of vehicle detector loops. Intersections listed in the "Moderate" category are estimated to cost between \$15,000 and \$60,000 and may include any of the "Minor" improvements plus the following improvements: upgrade of signal standards, installation of left-turn phasing or other signal phase operation, installation of curb ramps, upgrade of highway safety lights, and installation of advanced vehicle detector loops. Intersections listed in the "Major" category are estimated to cost more than \$60,000 due to the need to do a combination of "Minor" and "Moderate" improvements, but it may also include the following improvements: upgrade of signal operation from pre-timed to fully traffic actuated and installation of a new signal.

This project complements other synchronization projects in the area and is part of a long-range plan to synchronize and improve all major corridors in the area. These synchronization projects are the first step toward building a smarter system of roadways. Future elements will build upon this strategy through the installation of a traffic control system to provide centralized control, monitoring, and multi-jurisdictional response capabilities with all routes connected to a Traffic Management Center and local agencies' workstations for regional operation.

Due to unforeseen complications, field conditions, actual engineering costs, actual consultant contract amounts, construction bids, and a variety of other factors, it may become necessary to make adjustments to the scope of work and revise the estimated costs as the project progresses. Any project adjustments will be made with the MTA project manager's approval.

SANTA FE AVENUE				
LOCATION		PROPOSED SIGNAL MODIFICATIONS		
		MINOR/NONE	MODERATE	MAJOR
1	at 25th St./26th St.	NONE	X	
2	at 27th St.	NONE	X	
3	at 28th St.	NONE	X	
4	at 37th St.	NONE	X	
5	at 38th St.	NONE	X	
6	at Vernon Av.	NONE	X	
7	at Vernon Av./Pacific Bl.	NONE	X	
8	at 48th St.	NONE	X	
9	at Fruitland Av.	NONE	X	
10	at 55th St.	NONE	X	

DONE
BY CITY
OF
ALBUQUERQUE

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	at Nadeau St./Broadway		X	
18	at Firestone Bl.	NONE		X

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PROJECT SCOPE OF WORK AND COST ESTIMATE

Project Name: Various Operational Improvements	
Project Limits: Location(s) to be determined.	
Anticipated Advertising Date: September 2001	Anticipated Completion Date: September 2002
Construction Cost	\$300,000
Contingency (25%)	\$75,000
Project Engineering (30%)	\$90,000
Construction Engineering (15%)	\$45,000
Project Management (2%)	\$10,000
TOTAL	\$520,000

Scope of work:

This project involves identifying, determining the justification and feasibility of, designing, and constructing any appropriate operational improvements that may be recommended during the preliminary engineering, design, and construction process for Alondra Boulevard, Bellflower Boulevard, Eastern Avenue/Garfield Avenue/Cherry Avenue, Pacific Boulevard/Long Beach Boulevard, and/or Santa Fe Avenue. Improving the operation and safety of the roadway will significantly reduce delay and accidents, thereby alleviating motorist frustration, reducing air pollution, and decreasing vehicle operational costs.

This project will implement any warranted and feasible operational or intersection improvements to improve the overall capacity, efficiency, and safety of these routes and their intersections. Typical improvements include such items as left turn phasing, peak-period parking restrictions, restriping to provide for additional lanes, minor widening within existing right of way, signing and striping modifications, traffic channelization improvements, new traffic signals, and systemwide coordination and retiming as necessary.

Due to unforeseen complications, field conditions, actual engineering costs, actual consultant contract amounts, construction bids, and a variety of other factors, it may become necessary to make adjustments to the scope of work and revise the estimated costs as the project progresses. Any project adjustments will be made with the MTA project manager's approval.

PROJECT SCOPE OF WORK AND COST ESTIMATE	
Project Name: I-105 Corridor ITS Project, Phase 2	
Project Limits: Corridorwide	
Anticipated Completion Date: June 2003	
Construction / Implementation (75% of Budget)	\$1,502,000
Contingency (15% of Budget)	
Construction Engineering (5% of Budget)	\$100,000
Project Oversight, Coordination, and Review (5% of Budget)	\$100,000
TOTAL	\$2,002,000

Scope of work:

This project involves the implementation of Intelligent Transportation System (ITS) improvements along the I-105 Corridor, and will expand on the improvements designed and started under Phase I of this Project. The arterials within the I-105 Corridor include Firestone Boulevard, Imperial Highway, and Rosecrans Avenue.

This project will improve traffic signal operations and maintenance along this Corridor by utilizing ITS technologies. Typical ITS components include such items as traffic signal management and control systems, traveler information and surveillance systems, a communications system, and a subregional transportation management center (TMC). Each jurisdiction within the Corridor will receive the necessary hardware, software, and infrastructure to have the ability to control and monitor traffic signals within their own jurisdiction; transmit and receive data and information to and from field devices; exchange data and information with the proposed Subregional TMC, the proposed Countywide TMC, and other jurisdictions; and provide traveler information to the public. Appropriate security measures and levels of authority will be incorporated into the system to prevent any undesired access to data or control of field devices within each jurisdiction.

This project complements other ITS projects in the area and is part of a long-range plan to improve all major corridors in the area. These ITS projects are the next step toward building a smarter system of roadways. These ITS elements are part of the overall strategy to provide centralized control and monitoring and multi-jurisdictional response capabilities by tying all routes to a TMC for regional operation. These ITS elements will enable jurisdictions to respond more efficiently and effectively to traffic congestion caused by incidents, special events, malfunctioning traffic signal equipment, etc.

Due to unforeseen complications, field conditions, actual engineering costs, actual consultant contract amounts, construction bids, and a variety of other factors, it may become necessary to make adjustments to the scope of work and revise the estimated costs as the project progresses.

PROJECT SCOPE OF WORK AND COST ESTIMATE	
Project Name: I-710 Corridor ITS Project Project Limits: Corridorwide	
Anticipated Design Completion: December 2001	Anticipated Project Completion: June 2003
Request for Proposal, Consultant Selection, Consultant Contract (3% of Budget)	\$87,000
Conceptual and Detailed Design (20% of Budget)	\$581,000
Construction / Implementation (45% of Budget)	
Construction Engineering (5% of Budget)	
System Testing, System Support, and Training (5% of Budget)	\$145,000
Contingency (17% of Budget)	\$494,000
Project Oversight, Coordination, and Review (5% of Budget)	\$145,000
TOTAL	

Scope of work:

This project involves the preliminary/conceptual design, detailed design, and implementation of Intelligent Transportation System (ITS) improvements along the I-710 Corridor. The arterials within the I-710 Corridor currently only include Atlantic Boulevard/Atlantic Avenue, but other parallel major arterials such as Eastern Avenue/Garfield Avenue/Cherry Avenue and Long Beach Boulevard may also be included in this Corridor as part of future phase(s) of this project. The effort for this project involves many stages and will include preparing and issuing a request for proposal, consultant selection, contract negotiations, conceptual and detailed design, implementation, construction inspection, system documentation and as-built plans, system testing, training, system evaluation, system support, and project oversight and coordination.

This project will improve traffic signal operations and maintenance along this Corridor by utilizing ITS technologies. Typical ITS components include such items as traffic signal management and control systems, traveler information and surveillance systems, a communications system, and a subregional transportation management center (TMC). Each jurisdiction within the Corridor will receive the necessary hardware, software, and infrastructure to have the ability to control and monitor traffic signals within their own jurisdiction; transmit and receive data and information to and from field devices; exchange data and information with the proposed Subregional TMC, the proposed Countywide TMC, and other jurisdictions; and provide traveler information to the public. Appropriate security measures and levels of authority will be incorporated into the system to prevent any undesired access to data or control of field devices within each jurisdiction.

This project complements other ITS projects in the area and is part of a long-range plan to improve all major corridors in the area. These ITS projects are the next step toward building a smarter system of roadways. These ITS elements are part of the overall strategy to provide centralized control and monitoring and multi-jurisdictional response capabilities by tying all routes to a TMC for regional operation. These ITS elements will enable jurisdictions to respond more efficiently and effectively to traffic congestion caused by incidents, special events, malfunctioning traffic signal equipment, etc.

Due to unforeseen complications, field conditions, actual engineering costs, actual consultant contract amounts, construction bids, and a variety of other factors, it may become necessary to make adjustments to the scope of work and revise the estimated costs as the project progresses. Any project adjustments will be made with the MTA project manager's approval.

MOU ATTACHMENT D

REPORTING & EXPENDITURE GUIDELINES

REPORTING PROCEDURES

Quarterly Expense Report (Attachment D1) and Quarterly Progress Report (Attachment D2) are required for all projects. No funds will be disbursed unless these reports have been submitted and approved by the MTA based on the Memorandum of Understanding (MOU) Reporting Schedule.

The Quarterly Progress Report covers all activities related to the project. It is essential that Grantee provides complete and adequate response to all the questions. In cases where there are no activities to report, or problems causing delays, clear explanation, including actions to remedy the situation, must be provided.

The Quarterly Expense Report lists all costs incurred. The expenses listed must be supported by appropriate documentation such as invoices, receipts, time sheets, etc. Every invoice or receipt must be accompanied with a clear explanation of its purpose and its relevance to the project.

The Quarterly Expense Report must reflect the proportionate share of local match, including in-kind, charged to the grant. If reported charges to local match are below the committed ratio (grant to local match) as indicated in the project MOU, MTA may automatically adjust the grant payment accordingly or payment may be withheld at the discretion of the MTA Project Manager.

Quarterly reports are due the last day of the months of October, January, April and July. Reporting schedule is based on the fiscal year as follows:

<i>Quarter</i>	<i>Report Due Date</i>
July -September	October 31
October - December	January 31
January - March	April 30
April - June	July 31

Upon completion of the Project a final report that includes project's final evaluation must be submitted.

EXPENDITURE GUIDELINES

- Any activity or expense charged above and beyond the approved Scope-of-Work (MOU Attachment C), is considered ineligible and will not be reimbursed by the MTA unless prior written authorization has been granted by the MTA Chief Executive Officer or his designee.

Any expense charged to the grant or local match, including in-kind, must be clearly and directly related to the project.

Any activity or expense charged as local match cannot be applied to any other MTA-funded or non-MTA-funded projects; activities or expenses related to a previously funded project can not be used as local match for the current project.

Administrative cost is the ongoing expense incurred by the grantee for the duration of the project and for the direct benefit of the project as specified in the Scope-of-Work (Attachment C). Examples of administrative costs are personnel, office supplies, and equipment. As a condition for eligibility, all costs must be necessary for maintaining, monitoring, coordinating, reporting and budgeting of the project. Additionally, expenses must be reasonable and appropriate to the activities related to the project.

- MTA is not responsible for, and will not reimburse any costs incurred by the Grantee prior to the execution of the MOU, unless written authorization has been granted by the MTA Chief Executive Officer or her designee.

The MOU is considered executed when the MTA Chief Executive Officer or her designee signs the document.

DEFINITIONS

Local Participation: Where local participation consists of "in-kind" contributions rather than funds, the following contributions may be included:

- Costs incurred by a local jurisdiction to successfully complete the project. Examples include engineering, design, rights-of-way purchase, and construction management costs.
- Donations of land, building space, supplies, equipment, loaned equipment, or loaned building space dedicated to the project.
- Donations of volunteer services dedicated to the project.
- A third-party contribution of services, land, building space, supplies or equipment dedicated to the project.

TIP Call for Projects - Gateway Cities Corridors Project (Phase II) Memorandum of Understanding (MOU)

Allowable Cost: To be allowable, costs must be reasonable, recognized as ordinary and necessary, consistent with established practices of the organization, and consistent with industry standard of pay for work classification.

- Excessive Cost: Any expense deemed "excessive" by MTA staff will be adjusted to reflect a "reasonable and customary" level. For detail definition of "reasonable cost", please refer to the Federal Register *OMB Circulars A-87 Cost Principals for State and Local Governments; and A-122 Cost Principals for Nonprofit Organizations*.

In-eligible Expenditures: Any activity or expense charged above and beyond the approved Scope-of-Work is considered in-eligible.

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MOU ATTCHMENT D1

QUARTERLY EXPENSE REPORT

FOR MTA USE ONLY	
CFP #	_____
DATE RECEIVED	_____
PROJECT MANAGER	_____

Project _____

Sponsor _____

MOU Number _____

Fiscal Year ☐ FY 1999-00 ☐ FY 2000-01 ☐ FY 2001-02 ☐ FY 2002-03 ☐ FY 2003-04

Project Quarter ☐ (Jan-Mar) ☐ (Apr-Jun) ☐ (Jul-Sep) ☐ (Oct-Dec)

Report Number: _____ Date Submitted: _____

Percent of Project Completed

Grant to Local Match Ratio *

	MTA Grant	Local Match (include in-kind)	Total
--	-----------	----------------------------------	-------

This Quarter*2

Total Project Budget

Funds Expended to Date
(include this Quarter)

Balance

I certify that I am the responsible fiscal officer of _____ and that to the best of my knowledge and belief the information stated above is true and correct.

Signature: _____

Name: _____

Date: _____

Local Match must be spent in the appropriate proportion to MTA grant with each quarter payment.

**2 The amounts shown here must equal to the total amounts listed on page 2 of this form.*

ITEMIZED LISTING OF THIS QUARTER EXPENSES AND CHARGES

All expenses and charges, including grant and local match, must be itemized and listed below. Each item listed must be verifiable by an invoice and/or other proper documentation. The total amounts shown here must be equal to this quarter's expenditures listed on page 1 of this form. All expenses and charges must be reflective of the approved budget and rates as shown in the MOU Attachment C, Scope of Work.

	ITEM	INVOICE #	TOTAL EXPENSES/ CHARGES	CHARGE to MTA GRANT	CHARGE to LOCAL MATCH
	_____	_____	\$ _____	\$ _____	\$ _____
2	_____	_____	\$ _____	\$ _____	\$ _____
	_____	_____	\$ _____	\$ _____	\$ _____
4	_____	_____	\$ _____	\$ _____	\$ _____
5.	_____	_____	\$ _____	\$ _____	\$ _____
6	_____	_____	\$ _____	\$ _____	\$ _____
7.	_____	_____	\$ _____	\$ _____	\$ _____
8.	_____	_____	\$ _____	\$ _____	\$ _____
9	_____	_____	\$ _____	\$ _____	\$ _____
10	_____	_____	\$ _____	\$ _____	\$ _____
	_____	_____	\$ _____	\$ _____	\$ _____
12.	_____	_____	\$ _____	\$ _____	\$ _____
13.	_____	_____	\$ _____	\$ _____	\$ _____
4	_____	_____	\$ _____	\$ _____	\$ _____
15	_____	_____	\$ _____	\$ _____	\$ _____
16	_____	_____	\$ _____	\$ _____	\$ _____
	TOTAL		\$ _____	\$ _____	\$ _____

TIP Call for Projects – Gateway Cities Corridors Project (Phase II) Memorandum of Understanding (MOU)

Notes:

The total amounts shown on the Itemized Listing (page 2) must match the amount shown for this quarter expenses on page

2. Local match spent in each quarter, must be in the appropriate proportion to MTA grant.
3. All receipts, invoices, and time sheets, attached and included with this quarter Expense Report must be listed and shown under the Invoice Number column, of the Itemized Listing (page 2).

TIP Call for Projects - Gateway Cities Corridors Project (Phase II) Memorandum of Understanding (MOU)

MOU ATTACHMENT D2

QUARTERLY PROGRESS REPORT

FOR MTA USE ONLY	
CFP #	_____
Date Received	_____
Project Manager	_____

INSTRUCTIONS

Pursuant to the terms specified in the MTA TIP Call For Projects Memorandum of Understanding (MOU), grantee must submit a Quarterly Progress Report on the last day of the months of October, January, April and July. Please complete this questionnaire and return to your respective MTA Modal Team representative.

SECTION 1: GENERAL INFORMATION

Project's Report Schedule:

- ☐ FY 1999-00 ☐ FY 2000-01 ☐ FY 2001-02 ☐ FY 2002-03 ☐ FY 2003-04
- ☐ (Jan-Mar) ☐ (Apr-June) ☐ (July-Sept) ☐ (Oct-Dec)

Date Submitted:

Report Number:

3. Project Sponsor: _____
- Project Title: _____
5. MOU Number: _____
- Modal Category: _____
- MTA Modal Team Representative: _____
8. Project Sponsor Representative: _____

SECTION II: QUARTERLY REPORT

DELIVERABLES & MILESTONES

List deliverables and milestones scheduled for this quarter as stated in the MOU.

STATUS REPORT

Describe tasks accomplished this quarter based on the approved schedule of deliveries (MOU Attachment C, Scope of Work).

PROBLEMS

Describe unanticipated problem areas and how they have been/will be resolved. (this quarter only)

4. **MARKETING (if applicable)**

List and describe types of marketing efforts/strategies implemented this quarter. Please provide samples applicable.

MOU ATTACHMENT E

**SIGNAL SYNCHRONIZATION AND BUS SPEED IMPROVEMENT PROGRAM
SPECIAL GRANT CONDITIONS**

Grantee shall provide the opportunity to MTA staff, other affected agencies, and/or regional Signal Support Group Traffic Forum members to review, comment, and participate on all aspects of the project implementation to achieve multi-jurisdictional consensus including, but not limited to, scope of work, consultant selection, project specifications and estimates, project milestone reports, system design, bid documents, and project deliverables.

2. The project scope of work and engineering design shall conform to the MTA's Signal Synchronization and Bus Speed Improvement Program Guidelines.

Grantee shall commit resources to maintain and operate the project improvements within their jurisdiction and shall work to secure local resources through agreements with participating agencies, to maintain and operate the project improvements in the other affected jurisdictions. Grantee shall not advertise the project for bid to begin construction before all affected agencies and/or regional Traffic Forum members have fully executed an agreement regarding the maintenance and operation of traffic signal synchronization system(s) along multi-jurisdictional corridor(s). A copy of the fully-executed agreement will be delivered to the MTA immediately upon execution. Failure to provide proper maintenance and operation of the project improvements may jeopardize future MTA funding.

All Tier Three (Computerized Traffic Signal Control and Monitoring Systems) and Tier Four (Intelligent Transportation System Technology and Smart Corridor Projects) developments shall be designed for system compatibility with the arterial traffic control open system architecture. The system design shall be coordinated through the MTA staff to allow communication with the State of California Department of Transportation and the County of Los Angeles Transportation Management Center.